

Intimations.

PYROLA, PYROLA, PYROLA.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st Dec. 1901. [10]

KELLY & WALSH, LD.

JUST LANDED.

Ex s.s. *Chinlan*.

CHRISTMAS NUMBER OF

"GRAPHIC,"

"ILLUS. LONDON NEWS,"

"ILLUS. SPORTING & DRAMATIC NEWS,"

"SKETCH,"

"BLACK & WHITE,"

"PEARS' ANNUAL."

With Coloured Plates ... 75 cents each.

Hongkong, 27th November, 1901.

WILLIAM POWELL, LIMITED.

28 & 34, QUEEN'S ROAD.

DRESSMAKING.

WINTER JACKETS AND CAPES.

WINTER HOSIERY AND GLOVES.

TOYS AND XMAS PRESENTS,
IN ENORMOUS VARIETY.

The largest stock of all the above goods in the
East.

B. G. HECKFORD,
Manager.

THE
ROBINSON PIANO COMPANY, LIMITED.

JUST UNPACKED.

A NEW SHIPMENT
OF

THE CELEBRATED
APOLLO PIANO PLAYER,
Inspection invited.

Hongkong, 22nd November, 1901. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils; Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

Co-day's
Advertisement.

THEATRE ROYAL,
CITY HALL.

EMPIRE COMEDY
COMPANY.

TO-NIGHT! TO-NIGHT!!

ENTIRE CHANGE OF
PROGRAMME.

First Production of the

SCREAMING BURLESQUE SKIT ON A

"TRIP TO CHINATOWN."

THE FUNNIEST BURLESQUE IN

CREATION.

SHRIEKS OF LAUGHTER!

SHRIEKS OF LAUGHTER!

A REAL BUTTON-SHIFTER.

FUNNY SITUATIONS.

WHIMSICAL ODDITIES.

New Specialties by our Colossal Vaudeville

Artists.

The Laughable Afterpiece

STANLEY & LIVINGSTONE.

TIME AND PRICES AS USUAL.

SPECIAL TRAMS TO THE PEAK

AFTER THE PERFORMANCE.

PLAN AT THE ROBINSON PIANO

COMPANY, LIMITED.

Hongkong, 3rd December, 1901. [1312c]

Co-day's
Advertisements.

PEAK HOTEL.

A CONCERT

will be given in the

above Hotel

by

MADAME AGNES

FREED

ASSISTED BY SEVERAL LEADING

AMATEURS,

THIS EVENING

(TUESDAY), 3rd December,

at 9.30 P.M.

Tickets on sale at the HOTEL OFFICE, and the

ROBINSON PIANO CO., LIMITED.

Admission:—\$3.

Hongkong, 3rd December, 1901. [1304c]

GOVERNMENT NOTIFICATION.

No. 709.

THE following Particulars and Conditions of

Sale of Crown Land by Public Auction,

to be held at the Office of the Public Works

Department, on

MONDAY,

the 9th day of December, 1901, at 3 P.M., are

published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 23rd November, 1901. [1316c]

Particulars and Conditions of the letting

by Public Auction Sale, to be held on Monday,

the 9th day of December, 1901, at 3 P.M., at

the Office of the Public Works Department

by Order of His Excellency the Governor, of

One Lot of CROWN LAND in the Colony

of Hongkong, for a term of 75 Years, with the

option of renewal at a CROWN RENT to be

fixed by the Surveyor of His Majesty the

KING, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.

Boundary

Measurements.

Containing

Square Feet.

Annual Rent.

Upset Price.

1. Deep Water

Bay.

150 150 150 150 22,500 50 1,175

LOST.

ON SATURDAY, the 30th November,

from HARBORVIEW, Robinson Road,

a WHITE BULL TERRIER DOG, 8 months

old, number 766, on collar.

Finder will be rewarded on returning same

to

DOUGLAS, LAPRAIK & CO.,

Hongkong, 3rd December, 1901. [1315c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above

on SATURDAY, the 7th instant, at Noon.

The Steamer has Superior Accommodation

for First class Passengers, is fitted throughout

with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 3rd December, 1901. [1313c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HILLGLEN"

FROM NEW YORK, STRAITS AND

MANILA.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 9th instant, will be

subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 9th

instant, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 9th instant, at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 3rd December, 1901. [1314c]

For Sale.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS,

Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th Nov. 1901. [1365c]

FOR SALE.

SEVERAL MODERN BOOKS on En-

gineering Subjects.

For List, apply

"STEAM."

C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE.

THE cruising yawl "MADON," 26 feet long

by 7 feet beam. Teak built, copper

fastened, and lead keel, designed by Mr. A.

DENISON. This three-ton yawl lies in the

boatshed at the Kowloon Dock, Hunghom,

and has been laid up for the past two seasons.

Apply to

"YACHT."

C/o This Office.

Hongkong, 13th November, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE.....\$ 0.98 \$ 7.58

ST. JULIEN.....9.00 9.60

LA ROSE.....12.96 13.62

CHATEAU HAUT BRION

LARRIVET.....18.60 19.20

CHATEAU MOUTON D'AR-

MAILHACQ.....21.00 22.20

CHATEAU PONTET CAR-

NET.....25.00

CHATEAU LA TOUR CAR-

NET.....30.00

CHATEAU RAUZAN.....42.00

CHATEAU LAFITE.....48.00

These CLARETS are bought direct

from the leading French growers.

The lowest priced are of exceptional

value and guaranteed to be the

genuine product of the juice of the

grape.

CHATEAU LA TOUR CARNET,

CHATEAU RAUZAN AND

CHATEAU LAFITE

are commended to the notice of Con-

noisseurs as high-class after-dinner

Wines.

We guarantee our Wines and Spirits to be

genuine only when bought direct from us in

the Colony or from our authorised Agents at

the Coast Ports.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 3, 1901.

REUTER'S TELEGRAMS.

MARQUE ITO IN RUSSIA.

LONDON, November 30th.

The Tsar has conferred the order of

Alexander Nevsky on Marquis Ito. The

Marquis had a most flattering reception.

THE MANCHURIAN QUESTION.

Russia's negotiations with China concern-

ing Manchuria have been broken off owing

to the objections of Japan.

SOUTH AFRICA.

On and after the first of January next, no

one without a permit will be allowed to enter

Cape Colony or Natal.

QUEEN WILHELMINA AND HER

HUSBAND.

There are persistent reports of a serious

division between Queen Wilhelmina and her

husband. The latter has now gone to Ger-

many.

THE NEW GERMAN TARIFF.

December 1st.

A socialist petition against the new Ger-

man Customs tariff contains over 3,000,000

signatures. Violent debates are expected to

take place in the Reichstag, but the tariff

will probably become law in spite of the

opposition.

MARQUIS ITO IN RUSSIA.

Marquis Ito will remain for some time in

St. Petersburg. The Russian authorities

and newspapers are gratified that the visit of

the Marquis is tending to convince Japan of

Russia's good will, and preparing the way

for a rapprochement of the two empires.

LOCAL AND GENERAL.

PLAGUE is reported to have broken out at

Newchwang, and all mercantile vessels from

that port have to undergo quarantine at Taku.

MADAME FREED'S FAREWELL CONCERT.

To all lovers of good music it must be a cause for regret to hear that Madame Freed's last appearance in public will be to-night at the Peak Hotel. It will be seen by the programme as under, that all tastes are catered for and those who do not appreciate Chopin and Liszt are bound to listen to *Behrend's Daddy* and *Thio Mattel's Dear Heart* with pleasure.

- PROGRAMME.
- PART I.
- 1.—Piano Solo....."Scherzo—B. Minor".....Chopin.
 - 2.—Song....."The Holy City".....Adams.
 - 3.—Violin Solo....."The Lullaby".....Mabel Bourne-Goss.
 - 4.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 5.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 6.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 7.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 8.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 9.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 10.—Song....."The Lullaby".....Mabel Bourne-Goss.
- PART II.
- 1.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 2.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 3.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 4.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 5.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 6.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 7.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 8.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 9.—Song....."The Lullaby".....Mabel Bourne-Goss.
 - 10.—Song....."The Lullaby".....Mabel Bourne-Goss.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, 5th December, at 3 p.m.

- BUSINESS.
1. Financial Minutes. (Nos. 69 and 70.)
 2. Report of the Finance Committee. (No. 14.)
 3. Report of the Public Works Committee. (No. 7.)

4. Motion.—That the Standing Rules and Orders of this Council made in pursuance of Article XIX of the Royal Instructions of the 19th day of January, 1888, and dated the 9th of June, 1890, and amended by the Legislative Council on the 14th day of June, 1900, be further amended as follows:—

(a) That the present Rules and Orders 1 and 2 of the said Rules and Orders be omitted and that the following Rule be substituted therefor to be numbered 1:—"The meetings of the Legislative Council shall be held on such day and hour as shall from time to time be ordered by the Governor"; and that the subsequent Standing Rules and Orders be renumbered accordingly.

(b) That the present Rule and Order 3 be amended by deleting the word "special" before the word "meeting".

(c) That the present Rule and Order 9 be amended by deleting the words "After which the orders of the day shall be read by the Clerk".

(d) That paragraph 5 of the present Rule and Order be amended by inserting the words "on receipt" between the word "shall" and the word "be", and by substituting the words, "of the Council", for the words, "on receipt", after the word, "Clerk".

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to amend the Statute Law Revision Ordinance, 1901.

2. Second reading of the Bill entitled An Ordinance to amend The Births and Deaths Registration Ordinance, 1896.

3. Second reading of the Bill entitled An Ordinance further amend the Law relating to Dangerous Goods.

4. Second reading of the Bill entitled An Ordinance to facilitate the investment of Trust and other funds in the United Kingdom, in Hongkong Government securities.

5. Second reading of the Bill entitled An Ordinance to authorize The Hongkong Rope Manufacturing Company, Limited, to construct a Tramway within the Colony of Hongkong.

6. Second reading of the Bill entitled An Ordinance to further amend the Chinese Emigration Consolidation Ordinance, 1889.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

THE FIRE AT YOKOHAMA.

FURTHER PARTICULARS.

Some further particulars of the destruction by fire of the Oriental Hotel at Yokohama are given by the *Japan Herald*:—

The alarm was first raised from the brigade tower, but by the time the brigade was ready to commence operations the fire had spread to the window shades and prominent wooden eaves of the hotel, and within the space of fifteen minutes the entire structure was a mass of roaring flames. The huge well and winter-gardens opening from the hotel main entrance evidently acted as an effective fire conductor, and the guests and staff of the establishment had barely time to escape from the doomed building before that part of it had been converted into a roaring furnace. "The heat in the vicinity was terrific, and at one time it was feared that the houses on the opposite side of Water Street would share the fate of the hotel."

As far as can be ascertained, only one life was lost, the victim being Mr. Muraori's amah and servant named Amano Naka, aged 49. This woman, it appears, was early aroused by the noise, and at once proceeded to her master's room, and roused him. She then returned on some unknown errand, and must have been caught in the flames. Her charred remains were later found.

The majority of the guests, both male and female, escaped with nothing but their night clothes. A few trunks were saved, but nothing to speak of. A Mr. Thomson had left the Club for the Oriental Hotel, and had all his belongings packed up ready to leave on Sunday morning by the C. P. R. steamer. He was roused by the hotel runner, but did not at first realize what had happened. Then he heard the roaring sound of the flames and rushed out of

room only to find retreat cut off by the stairway, which was on fire. He then rushed to a window, and threw all his property out pell-mell, and was about to jump for a telephone pole, when a bamboo ladder was held up to him, and he descended in safety. The personal loss of another resident amounted to Y2,000. Several ladies escaped from the hotel in their nightdresses, and were assisted by local residents to find shelter.

The fire brigades from both British war-ships arrived in a steam-launch with fire engines. Spectators saw the sailors climbing over the Boat Club fence with hoses and other apparatus. Not a word was said by any, except an officer who carried a small lamp, and who was seated on the fence at the French Hatba giving orders to the steam-launch by flashes, and at the same time communicating with the war-ships anchored off the Honmoku light-ship. The hoses commenced to fill rapidly, and were some of the few which gave a decent supply of water.

Strome & Co.'s office caught under the roof and the police brigade at once broke open the doors, while Mr. Brady searched for papers and other valuables in the office. He carried off a small box which was supposed to contain important documents, but on arrival at Mr. Strome's residence the contents were found to contain nothing except stencils. This was but one of several funny incidents which relieved the gloom of the situation.

Suspicious of incendiaries were naturally entertained, and the Chinese proprietors of the tailoring establishment where the fire started were arrested but after examination released, since no evidence could be found against them.

The following insurance companies are concerned:—

ORIENTAL HOTEL.

Norwich Union—Building and Contents.....Y50,000

Commercial Union—Building and Contents.....13,000

Manchesters—about.....13,000

Atlas—about.....30,000

London Assurance.....45,000

NO. 12.

Alliance—House and Shop.....Y10,500

Sun—Stock in trade, Furniture and private effects in House and Shop.....37,000

Royal—Godown (Strome & Co.) only partially destroyed.....9,000

ENGLISHMAN DEPORTED FROM MANILA.

FOR REFUSING TO TAKE THE OATH.

Mr. Thomas Patterson, a British subject, secretary to Sixto Lopez, the Filipino agitator, arrived on the British str. *Yuenang* from Hongkong Sunday afternoon (24th November) and was met by Fiske Warren, who had secured a banca, and was secretly brought ashore. The secret service department was on hand and boarded the steamer upon her arrival, and took Mr. Patterson in charge placing him on board one of the Travelers' Transfer launches, not suspecting that he had confederates at hand. They again boarded the vessel to look for any other passengers who might need their attention. During their absence, it appears that Fiske Warren, who had secured a banca and gone out to meet Mr. Patterson, accompanied by Sixto Lopez' brother, went alongside the launch, and Mr. Patterson crossed over and quietly stepped into the banca and was rowed ashore.

His baggage was taken in charge and placed in the Custom House. If Mr. Patterson claims his baggage he will first have to present to Collector of Customs Shuster and take the oath that has been prepared for his kind.

Upon the arrival of the Kasuga Maru Sunday a police-patrol boat was stationed alongside and during the night kept close watch on the steamer, it being the opinion that Sixto Lopez might possibly be a passenger, following close upon the heels of his secretary.

A *Times* representative called at the Lopez residence on Monday and interviewed Sixto Lopez' brother. He stated that he was not in the banca that brought Mr. Patterson ashore, having been out looking over some property in Ermita at the time, and that he knew nothing of the arrival of this brother's secretary until returning home.

Early the same afternoon, Mr. Fiske Warren and Mr. Patterson called on the British Consul. Thereafter they visited the custom-house in order to obtain Mr. Patterson's baggage. He was informed, however, by Collector Shuster that it would be necessary for him to take the oath lately passed by the Commission. After some deliberation Mr. Patterson decided that he would or could not do this. Mr. Shuster hereupon informed him that he must prepare to leave the islands, and enquiries were made from the agents of the *Diamante* as to Mr. Patterson's securing a passage to Hongkong. This being arranged his baggage was hastily placed aboard a launch, Mr. Warren accompanying Mr. Patterson in the race to catch the *Diamante*, but the steamer was under way when the bay was reached, so the *Yuenang* was substituted and Sixto Lopez' secretary with his baggage was placed aboard.

On the way to the steamer a *Times* reporter asked Mr. Patterson if he would care to make a statement, but both he and Mr. Warren said that they did not care to say anything for the present. Both then retired to the stern of the launch and held a long, earnest conversation. Upon boarding the *Yuenang* Mr. Warren assured his friend that everything would be done towards getting him off the ship as the long and tedious wait of four days for the steamer to sail might be wearisome.

In this he proved successful for the British Consul appeared before the Collector of Customs yesterday and informed Mr. Shuster that he would be responsible for Mr. Patterson if he could be allowed to come ashore. This being

sufficient guarantee, a launch was sent to the *Yuenang* and the secretary was given the freedom of the city, subject to the call of Mr. Shuster.

When seen by a *Times* reporter and asked as to his views on the oath that was offered him, he stated that being a British subject he could not take the oath, but that he was more than willing to give his word to support every clause it contained and would be willing to go even farther. Mr. Patterson is a very striking character and a man of splendid education, having travelled extensively, being born in Australia where he held the office of magistrate in one of the large cities. He has also resided in London, New York and Cuba.

HONGKONG HARBOUR POLICE.

HINTS FOR MANILA.

Sergeant Shattuck, who is at present in charge of the Manila Harbour Police, has arrived in Hongkong on board the steamer *Diamante*. While in the Colony he will make a selection of material for the new uniforms of the Manila police and will also study the harbour system in vogue in Victoria. As the harbour police is an old organization in Hongkong, says a Manila paper, no doubt many valuable hints will be gathered for the department, which has just been formed in Manila.

Chief Curry had at first intended to make the trip himself but owing to pressure of business, found himself compelled to forego it. The duty then devolved upon Sergeant Shattuck, who evidently enjoys the confidence of the Chief and has shown himself possessed of the qualifications necessary for such a mission.

BACK TO THE ORIENT.

In more than one American city of no mean rank, Chinamen who have been toiling for many a year, and living chiefly on rice are preparing to return to the scenes of their childhood with the savings which they have set aside from the money earned in this country. The longing to see their fatherland again, and to spend their declining years in conditions and surroundings from which they derive more satisfaction than seems to them possible of attainment in America, has become a consuming flame in their hearts.

The Dragon Kingdom has been abased and humiliated in the eyes of the nations, and its pride has been cast down. Millions of people are almost on the verge of starvation. The recent floods have been frightfully destructive of life and of property. Taxes will be higher in China in the future than they have been in the past. The conditions of life in the most populous country of the globe are not alluring in the judgment of unbiased observers. Nevertheless

disciples of Confucius who have been prospering under the Stars and Stripes in the Chinese quarter of New York and other important American cities are not willing to remain permanently. Of course, there are exceptions to this rule, but it was long ago chronicled that the dearest wish of the most successful merchants and others in the Chinese colonies was to go back to the Orient and remain there after they had got together money enough to provide for their old age in the country from which they came. In the East their lot may be uncertain. They may be subjected to exactions almost intolerable, and oppressions and troubles which they would never encounter in the republic may be heaped upon them. Yet go they will. The old home calls to them and they shut their ears to other voices. Nothing can persuade them to abide to the end, if their possessions are sufficient to enable them to return to the land of the mandarins with the possibility of self-support. Even New York, most cosmopolitan and most hospitable of great New World capitals, cannot prevail upon them to tarry. This movement back over the Pacific suggests more than one theme for study.—Ex.

SEVEN CONVICTS.

MAKE A DASH FOR LIBERTY ON DARTMOOR.

Another desperate dash for liberty was made from Princetown convict establishment on the afternoon of November 1st.

Seven convicts, employed on reclaiming bogland, started off together under cover of a thick haze, but six were promptly shot by the warders in charge of the gang. None of them were seriously hurt, and were able to walk back to prison.

The seventh, Arthur Yabley, managed to get out of the reach of gun-fire, and is still at large. It is thought he took the direction of Okehampton.

About 50 officers are in pursuit of the runaway. Yabley has only been at Dartmoor about three months, and is serving a second term of penal servitude for three years for shop-breaking. During his present sentence he made an attempt to escape from Borslari Prison. He is a native of King's Lynn.

DETAILS OF THE ESCAPE.

A more detailed account of the escape says: About four o'clock, when the whistle was blown by the principal warder in charge of five gangs, numbering 116 convicts, at work on the far bogs, seven of them made a dash to escape. The signal was at once given, and as many of the guard and other officers as could be spared immediately went in pursuit.

As the men would not stop, the officers fired on them, and three or four immediately dropped, one of them being struck in the side of the head. Two others were also captured within a quarter of an hour of their bolting. Yabley, however, succeeded in eluding his pursuers, and was at large when night set in. It was discovered that he had made in the direction of Miss To's, towards Tavistock, his waistcoat being found at the foot of the Tor. Telegrams were sent all over the country, and seventy officers soon joined in the pursuit.

Entertainment.

ORGAN RECITAL.

TO BE GIVEN BY MR. GEORGE GRIMBLE.

AT THE UNION CHURCH,

on THURSDAY, the 5th December, 1901,

at 5.30 P.M.

1. Offertoire in G Major.....Lefebure-Wely.

2. Tenor Solo....."The Lost Chord".....Sullivan.

3. Cornet and Organ....."The Lost Chord".....Sullivan.

4. Soprano and Baritone....."The Lord is my Shepherd".....Smart.

5. Organ....."The Lord is my Shepherd".....Smart.

6. Soprano Solo....."The Lord is my Shepherd".....Smart.

7. Organ....."The Lord is my Shepherd".....Smart.

8. Soprano Solo....."The Lord is my Shepherd".....Smart.

9. Organ....."The Lord is my Shepherd".....Smart.

10. Soprano Solo....."The Lord is my Shepherd".....Smart.

11. Organ....."The Lord is my Shepherd".....Smart.

12. Soprano Solo....."The Lord is my Shepherd".....Smart.

13. Organ....."The Lord is my Shepherd".....Smart.

14. Soprano Solo....."The Lord is my Shepherd".....Smart.

15. Organ....."The Lord is my Shepherd".....Smart.

16. Soprano Solo....."The Lord is my Shepherd".....Smart.

17. Organ....."The Lord is my Shepherd".....Smart.

18. Soprano Solo....."The Lord is my Shepherd".....Smart.

19. Organ....."The Lord is my Shepherd".....Smart.

20. Soprano Solo....."The Lord is my Shepherd".....Smart.

21. Organ....."The Lord is my Shepherd".....Smart.

22. Soprano Solo....."The Lord is my Shepherd".....Smart.

23. Organ....."The Lord is my Shepherd".....Smart.

24. Soprano Solo....."The Lord is my Shepherd".....Smart.

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27. Organ....."The Lord is my Shepherd".....Smart.

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54. Soprano Solo....."The Lord is my Shepherd".....Smart.

55. Organ....."The Lord is my Shepherd".....Smart.

56. Soprano Solo....."The Lord is my Shepherd".....Smart.

57. Organ....."The Lord is my Shepherd".....Smart.

58. Soprano Solo....."The Lord is my Shepherd".....Smart.

59. Organ....."The Lord is my Shepherd".....Smart.

60. Soprano Solo....."The Lord is my Shepherd".....Smart.

61. Organ....."The Lord is my Shepherd".....Smart.

62. Soprano Solo....."The Lord is my Shepherd".....Smart.

63. Organ....."The Lord is my Shepherd".....Smart.

64. Soprano Solo....."The Lord is my Shepherd".....Smart.

65. Organ....."The Lord is my Shepherd".....Smart.

66. Soprano Solo....."The Lord is my Shepherd".....Smart.

67. Organ....."The Lord is my Shepherd".....Smart.

68. Soprano Solo....."The Lord is my Shepherd".....Smart.

69. Organ....."The Lord is my Shepherd".....Smart.

70. Soprano Solo....."The Lord is my Shepherd".....Smart.

71. Organ....."The Lord is my Shepherd".....Smart.

72. Soprano Solo....."The Lord is my Shepherd".....Smart.

73. Organ....."The Lord is my Shepherd".....Smart.

74. Soprano Solo....."The Lord is my Shepherd".....Smart.

75. Organ....."The Lord is my Shepherd".....Smart.

76. Soprano Solo....."The Lord is my Shepherd".....Smart.

77. Organ....."The Lord is my Shepherd".....Smart.

78. Soprano Solo....."The Lord is my Shepherd".....Smart.

79. Organ....."The Lord is my Shepherd".....Smart.

80. Soprano Solo....."The Lord is my Shepherd".....Smart.

81. Organ....."The Lord is my Shepherd".....Smart.

82. Soprano Solo....."The Lord is my Shepherd".....Smart.

83. Organ....."The Lord is my Shepherd".....Smart.

84. Soprano Solo....."The Lord is my Shepherd".....Smart.

85. Organ....."The Lord is my Shepherd".....Smart.

86. Soprano Solo....."The Lord is my Shepherd".....Smart.

87. Organ....."The Lord is my Shepherd".....Smart.

88. Soprano Solo....."The Lord is my Shepherd".....Smart.

89. Organ....."The Lord is my Shepherd".....Smart.

90. Soprano Solo....."The Lord is my Shepherd".....Smart.

Amusements.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901.

[1058c]

W. BREWER & Co.

NEW STOCK.

FRENCH MAKE OF "LADIES' BOOTS AND SHOES."

ENGLISH MAKE OF "LADIES' BOOTS AND SHOES."

LADIES' TENNIS SHOES.

Gentlemen's Black and Brown Walking Boots and Shoes.

Gentlemen's Black Kid Boots and Shoes.

Gentlemen's Patent Leather Boots and Shoes.

Gentlemen's Court and Dancing Pumps.

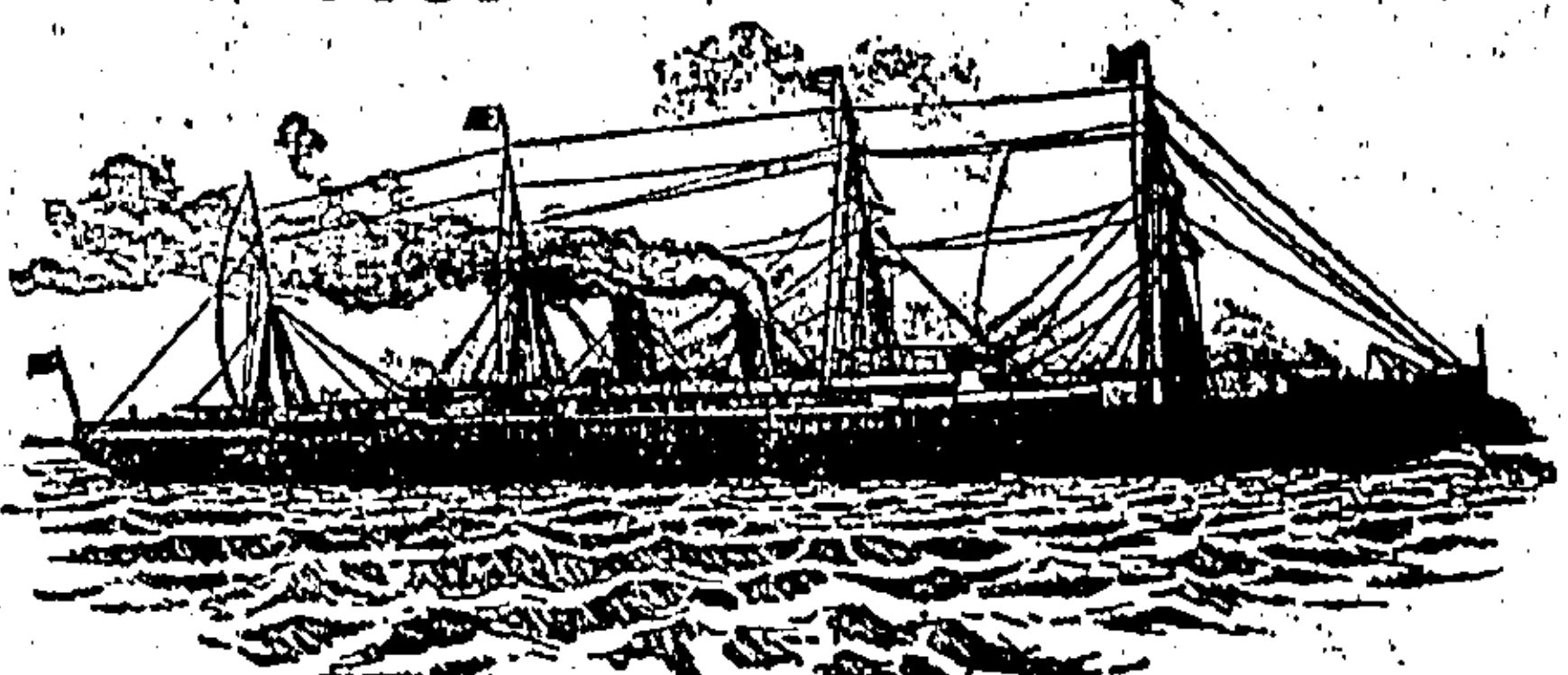
Hongkong, 23rd November, 1901.

[689c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GALIC"	SATURDAY, 14th December, at Noon.
"HONGKONG MARU"	SATURDAY, 21st December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.
"DORIC"	THURSDAY, 9th Jan., 1902, at Noon.
"NIPPON MARU"	SATURDAY, 18th January, at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 7th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

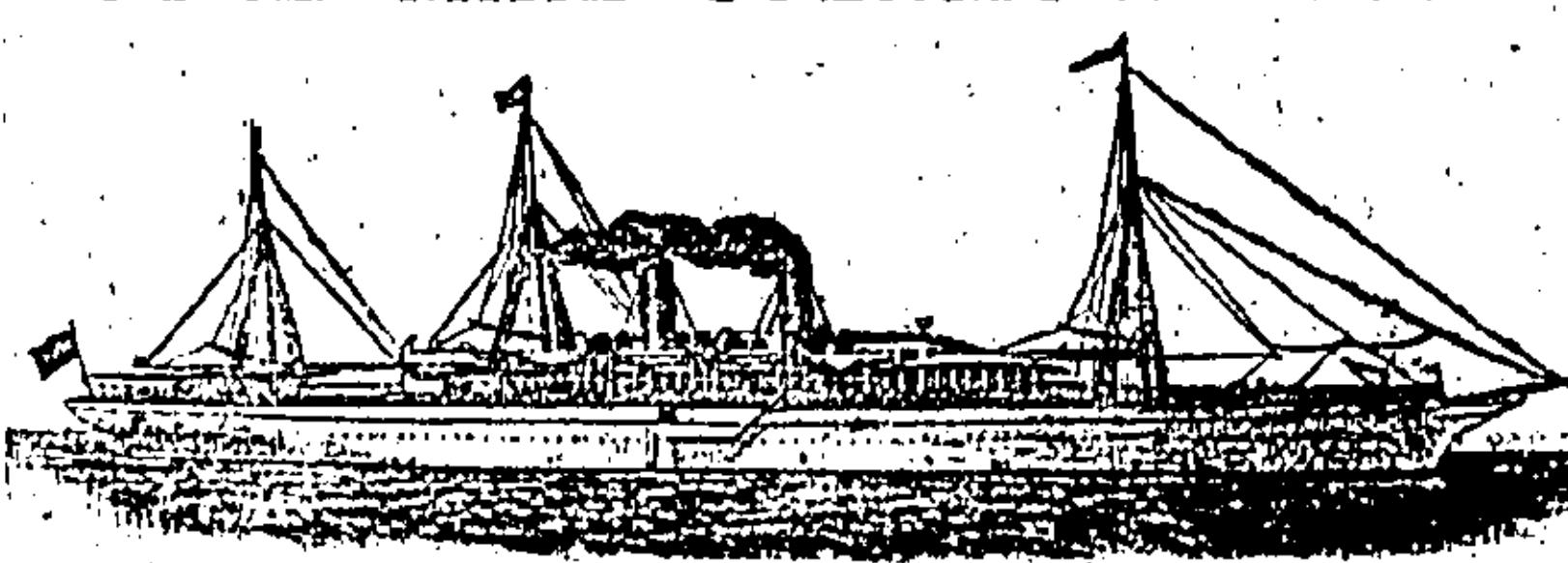
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 28th November, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

ATHENIAN	Comdr. H. Mowat	WEDNESDAY, 4th December.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 29th January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Fidder's Street.

Hongkong, 20th November, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	
SUEVIA	HAVRE, BREMEN AND HAMBURG. (Calling at SINGAPORE AND PENANG.)	12th Dec.	Freight.
Borck	NEW YORK. (via SUEZ CANAL.)	about 20th Dec.	Freight.
ATHESIA	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO.)	28th Dec.	Freight.
Wagner	HAVRE, BREMEN AND HAMBURG. (Calling at SINGAPORE AND PENANG.)	6th Jan.	Freight.
NUERNBERG	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO.)	13th Jan.	Freight.
Ammon	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG.)	20th Jan.	Freight.
STRASSBURG	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO.)	27th Jan.	Freight.
Schmidt	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG.)	3rd Feb.	Freight.
AMBRIA	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO.)	10th Feb.	Freight.
Duckstein	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG.)	17th Feb.	Freight.
C. FERD. LAEISZ	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO.)	24th Feb.	Freight.
Fuchs	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG.)	3rd Mar.	Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 28th November, 1901.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, J. J.	Groves, Capt. T. W.
Allard, Rev. T.	Gulluzi, C.
Alexander, M. R.	Gray, Mrs. E. H.
Augustin, C.	Graham, M. J.
Aocha, O. A.	Garrett, F. J. V.
Anderson, C. M. N.	Gray, Miss
Alexander, Miss	Gilbert, Miss S.
Ahmed, A. Aziz	Graham, W. L.
Anita, Miss	Groves, Capt. T. W.
Anderson, H.	Hermann, H. N.
Anelino, Miss L.	Heaton, T.
Assumpcio, J. M.	Holdsworth, S.
Anderson, Rev. H. E.	Hunter, J. A.
Anderson, J. W.	Hanson, Mr.
A. L. M.	Hamilton, A.
Attias, & Co., J. S.	Hartley, A. W.
Art, Hon. Albert von	Huckle, F.
Attias, Julius	Henderson, T. J.
Atlanta	Haus, Peter
Adelaide, Miss F.	Hosain, Haji
Abba, H. M.	Hannau, J. W.
Burke, Rev. P. C.	Hocher, M.
Berger, L. W.	Hermann, J. S.
Babonneau	Ho Yung Chee
Brown, F. W.	Hickman, H.
Beane, Major F. W.	Hunter, Mr.
Berth, H.	Hunt, W. E.
Balkoss, H.	Hykes, Arthur
Brown, Rev. A. J.	Halkiner, Dr. A. C.
Bertran, W.	Hoffman, W.
Babington, G. N.	Halladay, & Co. Wm.
Brow, S.	Harvey, E. G.
Brown, G.	Holsche, F.
Beesley, Lt. J. H. M.	Hara, E. G.
Baylies, S. F.	Henry, Alice
Hates, Ed.	Hutchinson, A.
B. D. V., Madame	Hillman, F.
Bernardo, A. M.	Hoffmann, A.
Baptista, A. M.	Henderson, F. H.
Bell, Mrs.	Henderson, F. H.
Butcher, C. B.	Henderson, F. H.
Buon, Col. Felham	Hock, C. F.
Brutter, R. H.	Hsu, C. T.
Bertrand, G.	Hibbard, Rev. D. S.
Buxton, L.	Hall, W.
Baker, Mrs. N.	Hogg, Mrs.
Benson, F.	Heath, Capt. H. L.
Burke, F. C.	Hirschmann
Baraz, E. G.	Henderson, L.
Baner, Henry	Hood, R. H.
Boteh, K.	Isaac, Allen
Bishen Singh	Imperial, S. A.
Banana, E. E.	Jephson, Capt. J.
Boyd, Kaye & Co.	Jarvis, James
Bractey, Hy.	Jones, Thos.
Brownlow, E. O.	Jones, S. C.
Boungnot, E.	Jordan, W. H.
Barclay, J. G.	Jordan, Lewis
Burrow, B. F.	Jordan, Miss Nellie
Barok, R. E.	Jones, Wm. L.
Browning, S. J.	Johnson, Dr. W. O.
Barrington, J.	Jala, Din
Brandt & Co.	Jones, & Co., L.
Bishop, W. S.	Jermia, M.
Brown, G. W.	Jellitt, R. P.
Blochus, Vis.	Johnson, Mr. R.
Brumen, F. E.	Jarvis, James
Bayard, E. H.	Jones, Thos.
Canvill, Miss A. M.	Jones, S. C.
Cruz, C. La	Johnson, R. C. K.
Capoline, Emil	Judah, J. S.
Clarke, Nelson	Jones, J. M.
Conaught, Dr. J. D.	Johnstone, R. H.
Culy, Ch.	Johnston, W. W.
Chichester, R. L.	Jesus, A. de
Colburn, Geo.	Kalei, Miske
Carter, Miss	Keelin, H.
Collins, W. S.	Kissers, Smith
Chapman, Dr. W. L.	Kelly, J.
Chanson, Madame	Kahn, W. S.
Chas, V. Leon	Kelly, G. W.
Cond, Miss E.	Kaiser, Wilhelm
Calder, Miss	Key, W. B.
Corles, Mrs. M.	Kott & Co. H. I.
Centeno, Leonardo	Kaplan, N.
Cuffage, Capt. W. A.	Kanji Suna
Cusker, P. J.	Kapple, W. A.
Callado, J.	King, Walter
Cowdin, J. R.	Kingson, J. W.
Chisham, J. T.	Laura, A.
Cockburn, H.	Little, Arch.
Clark, Miss A.	Lorenz, M.
Cochesedge, J. H.	Livingstone, J.
Conscience, Chm.	Leah, M. H.
Cory, A. E.	Lee, Thomas
Candler, Thomas	Lang, R. W.
Dyson, F. W.	Leonard, M.
Drow, Percy	Leiter, H.
Douglas, M. E.	Lawrance, Benjamin
Din Gen, Govt. of Ch.	Lehman, Margerethe
Rway	Liv, R. T. Pool
Daniell, Joseph	Lanning, Rev. C. H.
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Dent, C. F.	Linke, Herm.
Day, B.	Langham, W.
Dodd, Capt. Chas.	Lassen, P. M.
Henry	Larne, A.
Dix, Mr. Mrs. Aron	Lester, Frank
Duncan, Miss A. N.	Lambert, I. G.
Esposito, Ernesto	Leon, F. R. pas de
Eschauzier, P.	Lambert, Fred.
Engert, M.	Lion, A. D.
Eakin, Miss E.	Long
Ewing, Rev. J. C. R.	Loewenbach, Lothaire
Excelsior	Logan, R.
Emanuel & Co.	Lee, Mrs. M. G.
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Earle, J. W.	Miller, O. A.
Elton, Mrs. C. A.	Miller, O. H.
Fleming, George	Mills, S. W.
Farr, A. J. M.	Mipang, W.
Frankland, A.	Mundie, W. H.
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Foster, F. F.	Macario
Flint, O. M.	McGill, Wm. E.
Foret, Pierre	Mant, J. B.
Flying Jordans Circus	Morton, H.
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Francisco, A.	McIntosh, James
Freud, G. E.	MacDonald, Lieut.
Farley, J. J.	McMillan, D. F.
Forbes, Benigno	McMullan, (Engineer)
Frémont, Alfred	Meaulle, H. L.
Frazier, S.	McComick, M.
Faria, Miss B. L. de	Meyer & Co., E.
Friderberg, Dora	Martin, T.
Finch, R.	Moore, Gus.
Freres & Co., Silva	Munro, P. S.
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Grant, L. M. F.	Mancini, Mrs.
Guthrie, J. B.	Menzies, J.
Guthrie, H. S.	Mak, G. E.
Gillen, Mrs.	Mopre, Chas.
Gorcke, A.	McLaughlin, J.
Gray, A. C.	Mora Saria Augadha
Green, J. T.	Mason, Miss C. M.
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Girard, August	Marle, Amigo
Goetze, Herrn Adolf	Mills, S.
Gibson, G.	McDonald, G. A.
Griffins, A. E.	Macfar, A. L.
Ghuna, Pedro	McDonald, Capt. G.
Garcia, Mario	Matthesen, Emil
Guy, Rev. P. J.	McLeod, Thos.
Goolan, H. T. M.	Moorhouse, H. J.
Gool, J. Van Der	Mitchell, W. T.
Groop, A. de	Meyrick, W.
Gregor, J.	
Guard, Theo.	
Glover, Mrs.	
Gubby, Nahom	
Graham, D. M.	

Michael, Mr. & Mrs. O. Supt. Currency Paper Malcolm, Dr. F. B. McQuinn, A. E. McQuinn, C. Niven, L. Newby, Capt. A. Newell, H. F. Nason, B. Norton, Mrs. Nihal, Din Nizam, Din Norcross, H. S. M. Norris, James O'Brien, The Hon. Olett, H. M. Olbes, Federico Oviedo, Francisco Orion, Ed. Orion, Mon. F. Orsborne, Miss A. O'Rourke, J. Okenison, Miss Q. S. Olivier, & Co., Mrs. Ogston, I. Oparit, J. S. Oparit, F. Pennybaker, C. Pabalan, H. Paton, Dr. B. L. Pony, Herr G. A. Pereira, Mrs. C. Palle Singh Pac Kwong Ming Patt, D. S. Pillcoy, Mr. Ponsonby, R. Palacios, Nicolas Peterson, Miss Piry, Arthur Poggiali, E. Piggott, F. T. Ponvea, Carlos Pereira, F. G. Rutledge, H. B. Rove, J. H. Robertson, Mrs. Rosa, A. J. Rowland, G. H. Rose, C. H. Rukan, Din Rama Karik Rosa, De Reinow, Ed. Rolla Singh Rosenrode, J. C. Robbin, G. C. Richards, Mr. J. Robinson, C. T. Robb, A. I. Rosa, R. de Rosa, W. O. Richard, F. X. Rebel, W. R. Remedios, F. M. Rala Singh Ross, Andrew Raymond, Capt. A. W. Rodriguez, C. Reid, I. G. Roxington, G. Rustam, Khan Seldner, P. Sandelands, L. H. Sang, A. Sprague, O. Soolamyan, H. Sanborn, Dr. F. G. Souza, M. B. Sullivan, C. P. Sims, W. A. Septon, G. Seishie, James Sinnott, James Schwartz, J. L. Shayles, Miss Sec. of the Br. M. M. O. Asso.

Michael, Mr. & Mrs. O. Supt. Currency Paper	Wartman, L.
Malcolm, Dr. F. B.	Watts, Edwards & Co. Xavier, G. M.
McQuinn, A. E.	Webster, Miss H.
McQuinn, C.	
Niven, L.	
Newby, Capt. A.	
Newell, H. F.	
Nason, B.	
Norton, Mrs.	
Nihal, Din	
Nizam, Din	
Norcross, H. S. M.	
Norris, James	
O'Brien, The Hon.	
Olett, H. M.	
Olbes, Federico	
Oviedo, Francisco	
Orion, Ed.	
Orion, Mon. F.	
Orsborne, Miss A.	
O'Rourke, J.	
Okenison, Miss Q. S.	
Olivier, & Co., Mrs.	
Ogston, I.	
Oparit, J. S.	
Oparit, F.	
Pennybaker, C.	
Pabalan, H.	
Paton, Dr. B. L.	
Pony, Herr G. A.	
Pereira, Mrs. C.	
Palle Singh	
Pac Kwong Ming	
Patt, D. S.	
Pillcoy, Mr.	
Ponsonby, R.	
Palacios, Nicolas	
Peterson, Miss	
Piry, Arthur	
Poggiali, E.	
Piggott, F. T.	
Ponvea, Carlos	
Pereira, F. G.	
Rutledge, H. B.	
Rove, J. H.	
Robertson, Mrs.	
Rosa, A. J.	
Rowland, G. H.	
Rosa, C. H.	
Rukan, Din	
Rama Karik	
Rosa, De	
Reinow, Ed.	
Rolla Singh	
Rosenrode, J. C.	
Robbin, G. C.	
Richards, Mr. J.	
Robinson, C. T.	
Robb, A. I.	
Rosa, R. de	
Rosa, W. O.	
Richard, F. X.	
Rebel, W. R.	
Remedios, F. M.	
Rala Singh	
Ross, Andrew	
Raymond, Capt. A. W.	
Rodriguez, C.	
Reid, I. G.	
Roxington, G.	
Rustam, Khan	
Seldner, P.	
Sandelands, L. H.	
Sang, A.	
Sprague, O.	
Soolamyan, H.	
Sanborn, Dr. F. G.	
Souza, M. B.	
Sullivan, C. P.	
Sims, W. A.	
Septon, G.	
Seishie, James	
Sinnott, James	
Schwartz, J. L.	
Shayles, Miss	
Sec. of the Br. M. M.	
O. Asso.	

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Adamson, D. B.	(The Occupier)
Andrews, Wm.	Kosha Singh
Abbas Khan	Khematovsky, D.
Ameer Shah	Lecacheux, Mme. Louis
Atlantis, Miss I. (2)	Lawan Singh
Altmann, W.	Leins, L.
Attama Singh	Litton, G. (London.)
Amjad Khan (2)	Lall Singh
Awilis, V. J. (2)	Loydy, Tom
Ajib Singh	Lal Singh
Brown, Geo. H.	Mene, (Terashima)
Boyd Kaye & Co.	Meier, J. W. H.
Buyan	Martin, H. J.
Brandt, P. (2)	Mangal Singh
Badan Singh (1)	Mayer, H. B. Abdallah
Bhandid	Mukand Singh
Brutler, K. H.	Moribold, N.
Bir Singh	Mirza Singh, I.P.C. 802
Bagnall, c/o. J. M. & Co., Hankow.	Mungul Singh
Boyd, W. H.	Malve Singh
Cadieux, Miss J.	Malomed Singh
Campbell, Capt.	Mittlebackert, Max.
Celestino, P.	Merecki, H.
Chin Wah, (Dead Letter)	Nizam Deeb
Chun, (Ship St.)	New Club Sec
Chanda Singh (2)	Noble, James
Campbell, A.	Nicholson, H. J.
Cotewall, H. R.	Ongar, Singh
Clark, Chas. A.	Olson, T.
Crowley, A. Lester	Olbes, Fred.
Ermeheil, H. O.	Ofuku
Eduarte, C.	Oviedo, Francisco
Ella, J. (2)	Oregon Lumber Co.
Easy Khan	Poggiali, Emma (2)
Elgin, S. (2)	Peichirelles, H.
Emman, C. F.	Pekin Railway, Chief Engineer.
Emmer, G.	Premann
Ellas, & Co, F.	Parkin, F. C. (Cavite)
Enriquez, Q.	Peer, Khan
Ellas, A. R.	Peres, A.
Ebert, Mad. A.	Robles
Elisba, E.	Rosa, E. de
Elarti, Bernabe	Ritto, W. A.
Fode, Wazil, (Austria)	Rozario, O.
Feinstein, L.	Roda Singh
Fossan, W. N.	Renno, Miss Laura
Gomes, J. G. (2)	Richards, F. G.
Graves, W.	Robertson, S. G. (Singapore)
Gerald, A. (Nagasaki)	Refeent, John
Gray, C. J.	Soares, C. M.
Grodziecki, M. (3)	Silva, Candido da
Gulon, Madame	Sam Ki, (Dead Letter)
Gurdix Singh	Skeneer, J.
Hohmrebin, L.	Stolp, A. (2)
Hamlin, Mrs. G.	Salabat Khan
Holecock, Mrs. R.	Shahab Deen
Hutchinson, Mrs.	Stranger, Anna
Hallmijn, E.	Spicer, A.
Hannan, G. H.	Shi, S. (Shanghai)
Hong (Dead Letter)	Shi, S. (Shanghai)
Horo Sato Keron	Shi, S. (Shanghai)
Howard, Miss	Smith, Br. S.
Isahani, H.M.S.	Symons, Miss M.
Isla Singh (3)	Smith, Mrs. O. C.
Ito, Y.	Thirty Tenth Club, Sec
Ibrahim (Sepoy)	Tilley, Capt. (6)
Ignace, Mad.	Takir Mahomed
Jacob, Thomas	Taylor, Miss N.
Johnson, S.	Thurman Singh
Julius, Miss (Dublin)	Taylor, M. N.
Jessen, P.	Williams, Miss Kate
Khand Singh, I.P.C. 827	Williams, S.
Kwong Hing (Dead Letter)	Wilson, Miss Claude
Kaiser, Singh (2)	Wazir Singh, I.P.C. 77
Kale Singh (2)	Wazir, (Dead Letter)
Kohner, A.	Wazir, (Dead Letter)
Kallak Singh	Weinstein, J.
Karin, Dadi Khan	Wing, Sir, Andrew A.
	Wazir, C.

between her young daughter and an objectionable duke. He obeys, by falling in love with her himself, an affection which Mary reciprocates, to the anguish of her boy-lover Garth.

Presently, however, she evades the complication by marrying the Duke, who is next murdered by Evan Griffin (the poetic cynic). Garth and the young lady then elope to a mountain whereon they chance upon Evan asleep—the end of all these things remaining uncertain. To say that Mr. Waller inspires in the audience a belief in the reality of this confused rubbish, would be to exaggerate, but so great is the skill with which he plays the thankless part of Evan, that he clothes that ridiculous personality with a certain weird attractiveness, so that the audience loses sight of the feebleness of the plot. The Duke is the only natural character in the piece and it is well sustained by Mr. Somerset. The ladies played as well as the author allowed, they looked entirely charming.

THE NAVY.

INTERESTING CORRESPONDENCE.

The following correspondence appears in the Times to hand by the last mail—

TO THE EDITOR.

Sir,—In your leading article on Trafalgar, in *The Times* of the 21st, you say that you wish "to give a clear, satisfactory, and convincing answer to the vital question" of whether we have adequately supplied the place of the "superior nautical aptitude" and "stern schooling of war" which led to victory under the hero of Trafalgar; and having read the article very carefully several times, I venture, with the greatest respect, to think that you have scarcely succeeded in fulfilling your wish.

I will pass over your criticisms of our material and the attention you call to the "breakdown" of the *Spartiate* and *Cressy*, and the loss of the *Cobra* (though on the latter subject I should like to say a word later on if you can afford me the space) and confine myself to your remarks about the training of officers and men.

The leading feature of your indictment is that you condemn by inference.

"A system which lightly abandons the best school for the training of young officers and puts nothing so efficient in its place; a system which produces the worst boat sailors in the world; a system which keeps our men-of-war in harbour and lowers the standard of gunnery; a system which reduces the physique of the bluejackets by some 50 per cent; a system which must be recast from top to bottom if we are not to be surpassed by other and more intelligent nations."

Now, Sir, this quotation is an old friend of ours; it has done duty on several former occasions; but, notwithstanding that you may be quite correct in saying that it is "the opinion of some of the highest authorities in the service," I make bold to say that there is not a single item of it which is not thoroughly illogical and misleading or which will bear one moment's serious examination; and I am quite certain that it is not the opinion of the great majority of officers on the active list; and I will even further hazard the assertion that it would not receive one solitary endorsement from the whole list of our rising young captains and commanders, who, be it remembered, are our coming men.

Take the first item—"a system which lightly abandons the best school for the training of young officers." This, of course, refers to a sailing training squadron; but it begs the whole question. Who says it is "the best school"? Possibly there might be found on the active list half-a-dozen tarry sailors who would advocate the re-establishment of a sailing squadron; but I should not call them "the highest authorities."

Item two condemns "a system which produces the worst boat sailors in the world." I speak with some knowledge on this subject, and I say deliberately this indictment is ridiculous. Our officers and bluejackets are not the worst boat sailors in the world; they are now, and will be in future, just as good boat sailors as we can afford time to teach them, in view of their more serious work—as boat sailing has become little more than a recreation, all important work being done by steamboat; and even if they were the worst boat sailors in the world it would not make the smallest atom of difference to their fighting efficiency with modern armaments; so that the term "ridiculous" is not too strong for this argument, though advanced by the "highest authority."

Item three condemns a system "which keeps our men-of-war in harbour and lowers the standard of gunnery." This naturally divides itself into two parts. In answer to the first it may be said that our men-of-war are more at sea than those of any other nation. There is no "system" in vogue which keeps our ships in harbour. Our ships can be just as much at sea as our admirals and captains think necessary for the efficient training of the crew, and I submit that they are the best judges upon this point; the ships are naturally not so much at sea as they were in the old sailing days, and it is not necessary that they should be, as many of the drills and exercises can be better carried on in harbour; and to say that our present system "lowers the standard of gunnery" is (pace the highest authority) to diverge widely from the facts. The standard of gunnery has been immensely raised during the last year or two in almost all our modern ships; visit the prize-firing records of the Channel, the Mediterranean, and the China Squadrons, especially that of the *Terrible*, where Captain Percy Scott's ship has set an example of splendid shooting which all captains are now striving earnestly to emulate, and I have little doubt that they will do it, and under the present "system" too.

Lastly, the "highest authorities" tell us that our present system "reduces the physique of our bluejackets by some 50 per cent." Now, Sir, I am fond of a joke, and I happen to know GIRAULT'S GREAT SPECIALTY COFFEE ground on the PREMISES.

that this particular statement is founded on the fact that somebody told a distinguished Special Correspondent of yours that, whereas in the past and sail days it took only half a watch to hoist a cutter up, it now takes the whole watch; but as the weight of the cutter and the number of men in the watch were not stated, and as I feel sure that the expression was only intended as a figure of speech, I will not treat this "argument" seriously. It seems to me of little moment whether our present bluejackets are physically stronger or weaker than were those of the sailing days, for what we want now is brains, not beef. All real work is done by steam, electricity, or hydraulics. "Touch the blooming button"—as Jack says—"and let her go up." And I doubt not that he who is most expert at touching the "blooming button" at the right moment will be the victor in future naval battles just as the best sailors won of yore.

Please note, Sir, that I am not arguing that our present system of training is perfect, either for officers or men. Nothing is perfect in this world, nor ever will be; and I think there is now, and frequently will be in the future, much room for improvement, to keep us going with the times, and particularly so in the training of our boys; but, also, the improvement must be in making them less of sailors and more of mechanics. A few years ago I wrote, half in joke and half in sorrow, that we did not want sailors any more, and that the crews of our future ships would be "stoker-gunnies;" to this I must now add the word "mechanics," making it "stoker-gunner-mechanics," and each succeeding development in the armament and all internal fittings of ships furnishes me with an additional reason for repeating those words in sober earnest.

The engineers are treading on our heels, they see further ahead than we do, and they tell us plainly that, if we do not wake up pretty soon, they intend to oust us from our present predominant position; and small blame to them if they do, their ambition is entirely admirable, and it will be the executives' own fault if they do not take warning in time, and study to become expert mechanics, and thus masters of the complicated machinery which constitutes the fighting power of their ships.

I am not prepared to advocate the amalgamation of the engineers and the executives, in imitation of the Americans; we are certainly not ripe for it yet; and, moreover, it would be just as well to wait and see if it turns out successfully with them; but if this amalgamation is to be eventually avoided it can only be by our executives becoming practical mechanics, and it seems to me that this should be the first step in our efforts towards improving our training system.

It has gone much against my grain, Sir, to differ from some of the opinions you have expressed on this important subject, for I know well how deeply you have the welfare of the Navy at heart, but I know also your sense of fairness, and thus venture to hope that you may think the views of a humble student of the subject worthy of record.

I submit that no logical reason has been given to show that our present system must be "recast from top to bottom if we are not to be surpassed by other and more intelligent nations," though I think there is room for improvement in details on the lines I have ventured to point out.

I am your obedient servant,
C. C. PENROSE FITZGERALD,
Vice-Admiral.

22nd October.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Victoria*, connecting with the steamer *Valletta*, at Colombo, from London, Oct. 31.—To Yokohama: Mr. G. W. Hughes. To Hyogo: Mr. Cordner. To Shanghai: Mr. E. J. Batty. To Hongkong: Misses Tabberer, Church, Codrington, Johnson, Jones, Aston, Hon. and Mrs. Goodman and 2 children, Misses Goodman (2), Mrs. Meyer and child, Messrs. A. C. Stewart, E. W. Rogers, J. S. Hutcheson, Sub-Lieut. Le Mothe, Mr. and Mrs. R. Abenheim, Sub-Lieut. B. H. M. Bradford, Sub-Lieut. J. M. M. Scott, To Manila: A. McC. Stewart. To Singapore: Mr. Brackenbury, Mr. and Mrs. Huxham, Mr. A. G. Buncher, Miss George. From Marseilles, Nov. 8.—To Hongkong: Lieut. W. Disney, Mr. F. W. Lote. To Singapore: Mr. Macmillan. To Penang: Mr. W. J. Mahony, Miss Shaw.

Per P. and O. steamer *Malacca*, from London, Nov. 2.—To Shanghai: Rev. J. S. Adams and family. To Hongkong: Misses A. E. Bull, Fisher.

Per P. and O. steamer *Rome*, connecting with the steamer *Bengal* at Colombo, from London, Nov. 14.—To Hongkong: Mr. and Mrs. Dempster, Miss Dempster, Mrs. Pringle and 2 children, Messrs. W. Pope, Tuckwell, J. H. Coch, S. J. Bull, Mr. and Mrs. C. P. Ruegg and 2 sons. To Singapore: Messrs. H. F. Bronell, Swann, Ogilvie, F. S. Odoni. To Penang: Mr. Lupton. From Marseilles.—To Shanghai: Mr. C. O. Liddell and son. To Hongkong: Dr. and Mrs. Clift. To Singapore: Mr. A. E. Stiven. To Penang: Messrs. A. T. Bryant, D. Butler.

Per P. and O. steamer *Shanghai*, from London, Nov. 16.—To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Finch, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon. To Manila: Mr. G. F. Sinclair.

Per P. and O. steamer *Himalaya*, connecting with the steamer *Coromandel*, at Colombo, from London, Nov. 29.—To Shanghai: Mr. and Mrs. W. McCaustan, Mr. R. D. Ballantine, Mr. do Breton Giolma. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. F. R. Fleming. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.

GIRAULT for the best and GREATEST ASSORTMENT OF CONFECTIONERY.

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GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.
THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.
J. LACOCK.

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Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.
SWATOW HOTEL,
SWATOW.
VISITORS to Swatow will find comfortable and well furnished accommodation. Shooting parties will find every facility. House Boat, &c., everything to secure comfort as well as sport. Cuisine Excellent, Prompt Attention, Billiards, Music Saloon. Terms moderate.
F. HYDE, Proprietor.

Intimations.
Diss & Gillings,
14, Des Vaux Road, (Two doors from the Hongkong Hotel).

HIGH CLASS TAILORS AND BREECHES MAKERS.

Are now showing a large and varied assortment of materials suitable for the present season.

Hongkong, 1st November, 1901.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies, Ships' designs and Specifications Prepared.
Office: 9, Queen's Road Central.
Hongkong, 8th November, 1901.

WING CHEONG.
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.
No. 35, Queen's Road Central.
Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901.

THE ROBINSON
PIANO CO., LIMITED.
BEST VALUE IN PIANOS.
MONTHLY PAYMENT SYSTEM.
Hongkong, 19th August, 1901.

ROTISSERIE.
Meat a la Carte.
CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Tim at Moderate Rates.
Madar & Farmer, Proprietors.
Hongkong, 2nd September, 1901.

DROZ & Co.,
WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNA, &c.
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
Nos. 4 & 6, Queen's Road Central.

JAPANESE CURIOS.
PLENTY IN HAND.
D. NOMA, No. 14, Beaconsfield Arcade, Opposite the City Hall.
Hongkong, 30th April, 1900.

Details.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SADO MARU KOBE and YOKOHAMA THURSDAY, 5th Dec., at Noon.
W. Thompson BOMBAY, via SINGAPORE and COLOMBO FRIDAY, 6th Dec., at Noon.
MIKE MARU MOJI, KOBE and YOKOHAMA MONDAY, 9th Dec., at Noon.
KAGOSHIMA MARU MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID FRIDAY, 13th Dec., at Daylight.
HITACHI MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 16th Dec., at 4 P.M.
YAWATA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 20th Dec., at Noon.
WAKASA MARU MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID FRIDAY, 27th Dec., at Daylight.
KUMANO MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 27th Dec., at 4 P.M.
IVO MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 30th Dec., at 4 P.M.
* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.
A. S. MIYAHARA, Manager.

Hongkong, 3rd December, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Thurs about Dec. 15

THE Steamship

"THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Packed packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 29th November, 1901.

To be Let.

TO LET.
No. 2, ORMSBY TERRACE, from 1st February, 1902.
No. 5, ORMSBY TERRACE, from 1st January, 1902.

Apply to PUN HUNG, 85, Queen's Road Central, Hongkong, 2nd December, 1901.

TO LET.

GODOWN—No. 5A, DUDDELL STREET, Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 31st July, 1901.

TO LET.

FIVE ROOMED BUNGALOW, "RHEDA," BONHAM ROAD. Beginning from 1st January, 1902. Apply to LIAO TZE SAN, CHINA MERCHANTS STEAM NAVIGATION CO., 38, Des Vaux Road, Hongkong, 30th November, 1901.

TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD. GODOWNS at BLUE BUILDINGS. HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RIFON TERRACE, "THE RETREAT," MOUNT KELLET, Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th November, 1901.

TO LET.

EUROPEAN HOUSES, Nos. 4, 5, 6, 7 and 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Vaux Road Central, Hongkong, 30th November, 1901.

TO LET.

NO. 1, STEWART TERRACE—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 31st July, 1901.

TO LET.

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PROPOSED SAILINGS FROM HONGKONG.
"KURDISTAN" about 15th Dec.
"LENNOX" 15th Dec.
"ORONSAY" 31st Dec. 1901.

"AFRIDI" about 10th Jan.
"HILLGLEN" 20th Jan.
"LOWELL CASTLE" 31st Jan.
For Freight and further information, apply to DODWELL & Co., LIMITED, Agents, Hongkong, 20th November, 1901.

Hongkong, 20th November, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	WOOSUNG	9th instant.
MANILA	SUNGKIANG	12th instant.
MANILA	TAIYUAN	18th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	TAIYUAN	18th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

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BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL	PELEUS	12th December, 1901.
"	PATROCLOS	16th " "
"	STENTOR	24th " "
"	HOMERUS	3rd January, 1902.
"	TANTALUS	8th " "
"	"	16th " "

HOMEWARDS.

FROM	STEAMERS.	DUE.
"ACHILLES"	"	10th Dec., 1901.
"GLAUCOS"	"	24th Jan., 1902.
"DEUCALION"	"	21st " "
"PELEUS"	"	"

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"IXION" 18th Dec., 1901.

"PATROCLOS" 15th Jan., 1902.

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Agents for and in connection with
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Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
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HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 14th December, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to

Hongkong, 22nd November, 1901. [1266c]

ALLAN CAMERON, General Agent.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"VIKSANG,"

Captain McClure, will be despatched as above on FRIDAY, the 6th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd December, 1901. [1310c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAHZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 11th December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th November, 1901. [1226c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd November, 1901. [1271c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports on THURSDAY, the 12th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd December, 1901. [1111c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENROV,"

Captain Forbes Selby, will be despatched as above on SATURDAY, the 14th December.

For Freight, apply to

MCCREGOR BROS. & GOW, Agents.

Hongkong, 27th November, 1901. [1292c]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd December, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 27th November, 1901. [15]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from, the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 28th November, 1901. [1295c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from the wharves.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 30th November, 1901. [1]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO from London ex s.s. Memphis in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, the 2nd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods, the 9th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

I. DE CHAMPMORIN, Acting Agent.

Hongkong, 2nd December, 1901. [1004c]

Intimations.

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

of

AMERICAN ASPARAGUS & DESSERT

FRUITS, ALL KINDS.

Apply to

G. GIRAULT.

Hongkong, 20th August, 1901. [1662c]

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

JAYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1901. [17]

C. E. WARREN, BUILDING CONTRACTOR.

WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED

AND FIXED, DRAINS, TRAPS,

WASTE PIPES, &c., CLEANSED AND REPAIRED.

Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 14, Le-Hou, Road.

Is now in a position, in his New and modern Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1901. [1005c]

Intimations.

WANTED.

TWO AMAHS for HOSPITAL for Soldier's Wives and Children.

Apply to

OFFICER IN CHARGE, STATION HOSPITAL, WELLINGTON BARRACKS.

Hongkong, 28th November, 1901. [1297c]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

ASK

H. RUTTONJEE

FOR

FRENCH SWEETS AND CRYSTALLIZED MIXED

FRUITS from a well known French maker,

which are sold at moderate prices.—

ALMOND FLOES, ROSE BURNT ALMONDS,

MARZIAN ALMONDS, RASPBERRY GUM

DROPS, CRYSTALLIZED MIXED

FRUITS in Fancy Boxes.

H. RUTTONJEE,

No. 5, D'Almeida Street,

and

No. 39, and 40, Elgin Road,

Kowloon.

Hongkong, 28th November, 1901. [1145c]

HONG SING,

Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Cassimeres, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901. [960c]

GRIMAULT'S SYRUP

OF

HYPO-PHOSPHATE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Asthma, Croup, or Colds and those affected with diseases of the Chest, Lungs and Bronchitis, should take

GRIMAULT'S SYRUP (HYPO-PHOSPHATE OF LIME)

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success. It continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpéau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the detriment of the sufferer's teeth and ruin of the system. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In order to purchase, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16]

QUARANTEED CURE.

After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered, which will positively Cure any Disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption, and I will send the prescription, and full particulars of the Remedy, to any sufferer, on receipt of a self-addressed stamped envelope. Address: Rev. JOSEPH HOPE, "St. Cloud," Westcott Road, Worthing, England. (Name this paper). [1000c]

Notice of Firm.

NIPPON YUSEN KAISHA.

NOTICE.

DURING MY TEMPORARY ABSENCE from this Colony, Mr. T. S. TAKAYANAGI will take charge of the Company's business at this Port.

A. S. MIHARA, Manager.

Hongkong, 2nd December, 1901. [1308c]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the

EMPIRE OF CHINA—

WATKINS, LIMITED,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public

Generally that I have REMOVED my

Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE,

5, D'Aguiar Street.

Hongkong, 27th April, 1900. [14]

A. LING & Co.,

FURNITURE STORE.

Post Office.

A Mail will close:-
 For Canton—Per *Powan*, to-morrow, the 4th instant, at 7.30 A.M.
 For Kanton and Sandakan—Per *Sandakan*, to-morrow, the 4th instant, at 8 A.M.
 For Shanghai, Kobe, Yokohama, Victoria and Vancouver, N.C.—Per *Albatross*, to-morrow, the 4th instant, at 11 A.M.
 For Amoy and Manila—Per *Diamond*, to-morrow, the 4th instant, at 11 A.M.
 For Macao—Per *Honam*, to-morrow, the 4th instant, at 1.15 P.M.
 For Sourabaya—Per *Loyal*, to-morrow, the 4th instant, at 3 P.M.
 For Saigon—Per *Decima*, to-morrow, the 4th instant, at 3 P.M.
 For Canton—Per *Fathian*, to-morrow, the 4th instant, at 5 P.M.
 For Saigon—Per *China*, on Thursday, the 5th instant, at 8.30 A.M.
 For Bangkok—Per *Rajaburi*, on Thursday, the 5th instant, at 9 A.M.
 For Swatow and Shanghai—Per *Chingyang*, on Thursday, the 5th instant, at 2.30 P.M.
 For Hongkong—Per *Kutiang*, on Thursday, the 5th instant, at 3 P.M.
 For Yokohama—Per *Yikyang*, on Friday, the 6th instant, at 2.30 P.M.
 For Manila—Per *Loongyang*, on Saturday, the 7th instant, at 10 A.M.
 For Europe, India, via Taitou—Per *Ballaaral*, on Saturday, the 7th instant, at 10.45 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Peking*, on Saturday, the 7th instant, at 10.45 A.M.
 For Shanghai—Per *Wosung*, on Monday, the 9th instant, at 4 P.M.
 For Europe, India, via Taitou—Per *Stuttgart*, on Wednesday, the 11th instant, at 11 A.M.
 For Manila—Per *Sungkiang*, on Thursday, the 12th instant, at 4 P.M.
 For Singapore, Penang and Bombay—Per *Bornida*, on Friday, the 13th inst., at 11 A.M.
 For Singapore—Per *Borneo*, on Saturday, the 14th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 18th instant, at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiwan*, on Wednesday, the 18th instant, at 4 P.M.

EXCHANGE.

Hongkong, 3rd December.
 Bank Bills, on demand 1/10 1/16
 Credits, 4 months' sight 1/10 1/16
 Debits, 4 months' sight 1/10 1/16
 ON LONDON, Telegraphic Transfer 1/10 1/16
 Bank Bills, on demand 1/10 1/16
 Credits, 4 months' sight 1/10 1/16
 Debits, 4 months' sight 1/10 1/16
 ON BERLIN, (demand) 1/10 1/16
 Credits, 4 months' sight 1/10 1/16
 Debits, 4 months' sight 1/10 1/16
 ON BOMBAY, Telegraphic Transfer 1/10 1/16
 Bank Bills, on demand 1/10 1/16
 Credits, 4 months' sight 1/10 1/16
 Debits, 4 months' sight 1/10 1/16
 ON SHANGHAI, Telegraphic Transfer 1/10 1/16
 Bank Bills, on demand 1/10 1/16
 Credits, 4 months' sight 1/10 1/16
 Debits, 4 months' sight 1/10 1/16
 ON YOKOHAMA, T.T. 1/10 1/16
 Bank Bills, on demand 1/10 1/16
 Credits, 4 months' sight 1/10 1/16
 Debits, 4 months' sight 1/10 1/16
 Gold Leaf too touch, per tael 1/10 1/16
 Bar Silver 1/10 1/16
 Dollars 1/10 1/16

OPIUM QUOTATIONS.

Hongkong, 3rd December.
 To-day's quotations are as follows:-
 BENGAL—New Patna 920/25
 New Benares 907 1/2
 Old Patna 950
 Old Benares 920/25
 MALWA—New 900/10
 Last year's 910/10
 2 1/2 years' old 920/30
 3 1/2 years' old 930/40
 Puteifer 950
 Persian—Superior drug was sold @ 670

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Hong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.
 Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
 Macao and Canton.
Lungshan, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.
 Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
AMIGO, German steamer, 822, J. Hansen, 30th Nov.—Canton 30th Nov, General—Jebson & Co.
ANPING MARU, Japanese steamer, 1,056, K. Suzuki, 30th Nov.—Swatow 29th Nov, General—Mitsui Bussan Kaisha.
ATHENS, British steamer, 3,832, H. Mowatt, 14th Nov.—Shanghai 11th Nov, General—C. P. R. Co.
BRAND, Norwegian steamer, 1,520, John Thronsen, 30th Nov.—Mojito 23rd Nov, Coal and Cokes—Dodwell & Co.
CHEANG CHEW, British steamer, 1,213, H. D. Frampton, 1st Dec.—Singapore 23rd Nov, General—Chinese.
CHINA, German steamer, 1,113, E. Krubbe, 1st Dec.—Manila 27th Nov, Ballast—E. A. Trading Co.
CHOWTA, German steamer, 1,055, A. Mising, 30th Nov.—Bangkok 24th Nov, Rice and Wood—Butterfield & Swire.

CITY OF PEKING, British steamer, 3,128, J. T. Smith, 29th Nov.—San Francisco 31st Oct, and Shanghai 29th Nov, Mails and General—P. M. S. S. Co.
DECIMA, German steamer, 794, H. Schlaikier, 29th Nov.—Saigon 23rd Nov, Rice—Siemens & Co.
DEVALON, British steamer, 4,476, G. Keay, 28th Nov.—Singapore 22nd Nov, General—Butterfield & Swire.
DUTCH, German steamer, 1,001, F. Frahm, 29th Nov.—Chefoo 24th Nov, Beans and General—Siemens & Co.
DIAMANTE, British steamer, 1,254, J. Rattenbury, 29th Nov.—Manila 25th Nov, General—Shewan, Tomes & Co.
DR. HANS JERO KLAER, Norwegian steamer, 691, Larsen, 18th Nov.—Haiphong 16th Nov, Rice—A. R. Marty.
ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August, Ballast—Brindley & Co.
EMPEROR OF JAPAN, British steamer, 5,004, H. Pybus, R.N.R., 11th Nov.—Vancouver 12th Nov, and Shanghai 24th, Mails and General—C. P. R. Co.
ESMERALDA, British steamer, 966, J. McGinty, 17th Nov.—Cebu, P.I. Nov.—Hemp—Shewan, Tomes & Co.
HOP SANG, British steamer, 1,359, H. Roope, 26th Nov.—Mojito 21st November, Coal—Jardine, Matheson & Co.
KASHING, British steamer, 1,136, R. Sanderson, 30th Nov.—Chinkiang 23th Nov, General—Butterfield & Swire.
KUTSANG, British steamer, 1,495, T. W. Selby, 28th Nov.—Java 18th Nov, Sugar—Jardine, Matheson & Co.
KVARYEN, Norwegian steamer, 1,574, J. Kanity, 25th Nov.—San Francisco via Mojito 18th Oct, Flour—Butterfield & Swire.
LAL TEE, Spanish steamer, 185, Fabrigar, 17th Nov.—Manila 13th Nov, Ballast—A. R. Marty.
LOYAL, German steamer, 1,237, J. Weidlich, 27th Nov.—Samang 14th Nov, Sugar—Sander, Wieler & Co.
MAKA KOLH, German steamer, 1,719, G. Kraeff, 1st Dec.—Mojito 25th Nov, Coals—E. A. Trading Co.
MONGKUT, German steamer, 857, Gotsche, 15th Nov.—Bangkok 7th Nov, Rice—Butterfield & Swire.
NANYANG, German steamer, 1,060, E. Hass, 1st Dec.—Sourabaya 27th Nov, Beans—E. A. Trading Co.
NEPTUNE, British steamer, 2,178, James Walters, 26th Nov.—New York 27th Sept, Case Oil—Standard Oil Co.
OLIMPO, Austrian steamer, 2,242, A. G. Goanich, 2nd Dec.—Mojito 26th Nov, Coal—Bradley & Co.
PITSANULOK, German steamer, 1,267, R. Illing, 10th Nov.—Bangkok and Kohsi-chang 2nd Nov, General—Butterfield & Swire.
RAJABURI, German steamer, 1,189, A. Alharm, 28th Nov.—Bangkok 20th Nov, Teakwood and Rice—Butterfield & Swire.
SANDAKAN, German steamer, 1,574, Brandstetter, 12th Nov.—Sandakan 6th Nov, Timber and General—Melchers & Co.
SATURN, American steamer, 1,617, Frank E. Foss, 14th Nov.—Shanghai 11th Nov.
SENCE, British steamer, 1,137, R. Cormack, 27th Nov.—New York 26th Sept, Petroleum—Standard Oil Co.
SULBERG, German steamer, 782, J. Jensen, 1st Dec.—Haiphong 28th Nov, Rice—A. R. Marty.
TACOMA, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug, General—Dodwell & Co., Ltd.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, December 3rd, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Capt. Craddock, Hongkong.
Albion, 1st-class battleship, 12,950 tons, 13,000 i.h.p., 16 guns, Capt. W. W. Hewett, Japan.
Algerine, sloop, 1,650 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Sturtin, Hongkong.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Japan.
Astrak, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
British, 3rd-class cruiser, 1,700 tons, 6 guns, 5,500 i.h.p., Commander Sir Bouchier Wrey, Bart, Singapore.
Britonmar, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Cressy, 1st-class battleship, 12,000 tons, Capt. Lodon, Tai-poo.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.
Eclips, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Tai-poo.
Essex, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Bealy Pownall, Hongkong.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Hongkong.
Gothland, 1st-class battleship, 12,950 tons, 13,000 i.h.p., Capt. L. Wintz, Shanghai.
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,040 tons, 800 i.h.p., Comdr. H. J. Davidson, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,000 i.h.p., 16 guns, Capt. Arthur J. Renniker, Hingham, Japan.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Osprey, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Taku.
Phanix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Shanghai.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Wais Jones, Hongkong.
Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Hongkong.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wosung.
Tanar, receiving-ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,300 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Tai-poo.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, U.S.O., Hongkong.
Wivern, coast defence ship, 4,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiangning.
Woodward, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Katrin, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Komijn, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Korveten, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese cruiser, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Pied Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verslovskiy, at Tientsin.
Albatros, Russian gunboat, 820 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Goldamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennik, Taku.
Gromitsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Korveten, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevich, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadnits, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Olanys, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petrovskiy, Russian battleship, 12,000 tons, Capt. Greval, at Nagasaki.
Poltava, Russian battleship, 10,660 tons, 11,935 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,020 tons, 22 guns, 14,500 h.p., Capt. Demojoff, at Nagasaki.
Rodnyk, Russian cruiser, 1,336 tons, 1,780 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melesky, at Nagasaki.
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Sitov Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.
Stovitsk, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vsadinik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulian, at Taku.
Zabulka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forest, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchiki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasanka, Russian torpedo boat, 350 tons, Capt. Mounyoff, at Shanghai.
Kiv, Russian torpedo boat, 350 tons, Captain Kivnashky, at Shanghai.
Narg, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Neverski, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podornik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sluk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Shut, Russian torpedo boat, 350 tons, Captain Shumov, at Shanghai.
Shorkip, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soolchka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Soot, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 87 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Rennoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.
 * *Fürst Bismark*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotze, at Taku.
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Gier, German cruiser, 1,600 tons, 8 guns, Capt. Baxer, at Shanghai.
 * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschier, at Wosung.
Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.
Ilia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Hongkong.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Katerra, German cruiser, 6,331 tons, 30 guns, 14,500 h.p., Capt. Stein, at Amoy.
 * *Kurfürst*, *Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtenhoff, at Wosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhart, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 956 tons, 10 guns, Comdr. von Mittelstadt, at Pakhoi.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhuysen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 99, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 97, German torpedo-boat, 360 tons, Capt. Lieut. Füllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flumrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bathme, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 10 guns, 9,000 i.h.p., Capt. Dorey, at Shanghai.
Chastouet, 2nd-class cruiser, 4,000 tons, 10 guns, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.
Comete, gunboat, 600 tons, Capt. Lollé, at Canton.
Decadet, gunboat, 640 tons, Capt. Leamey, at Pakhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saligne, at Wosung.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Franch, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Baris, 1st class cruiser, 4,500 tons, 10 guns, 10,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Six, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morne, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bonmessaur, at Hongkong.
Vihre, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Ferry, at Shanghai.
Cellic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Chisholm, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,957 tons, 2 guns, 750 h.p., Lieut.-Comdr. R. R. Naro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monmouth, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Shanghai.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 10,831 tons, Capt. B. McCallum, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.
Patrol, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selbridge, at Hongkong.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Whelpley, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Winchester, U.S.